

mission at Adelaide last year. You know I was Resident there (in the N.T.) a few years ago and I am intimately acquainted with the country, and I feel perfectly sure that a really good prospecting will reveal the existence of a large auriferous belt connecting with the gold-fields in Western Australia, which just now are the talk of the world.

Have you enjoyed your trip, Mr. Parsons, and is there anything you would like to communicate to the public?

I have enjoyed myself immensely, and have been the recipient of the most lavish hospitality everywhere. I would like to acknowledge my obligations to the press both here and in Japan, which has given me every assistance in its power and every encouragement in the work which I came here to perform in the interests of South Australia.

Why did you not stop here to exhibit the products of South Australia?

Because it is imperative that I should return to Adelaide in time to be present at the reopening of Parliament.

A VEHICULAR DIFFICULTY.

As reported in these columns on Tuesday last, Mr. J. D. Humphreys appeared before Mr. T. Scrimgeour Smith, Police Magistrate, on that day, charged with having driven a private four-wheeled carriage, drawn by a pair of ponies, on the 28th December, for which he had no licence in accordance with the terms of *The Private Vehicles Licensing Ordinance, 1895*.

By section 1 of this Ordinance "the owner of any private vehicle must take out a licence for the same," and by section 6 the following act shall be an offence under the Ordinance:—

(1) Using any private vehicle for which a licence is required without having a valid licence for the same.

As we reported in our last issue, Inspector Quincey stated that he had seen Mr. Humphreys' four-wheeled carriage, with two ponies, standing outside the Hongkong Dispensary on the 28th, while Mr. Humphreys denied its being there on that date, and called Mr. Hart-Buck, who, though in and out all the morning, had not seen it there, and who further stated that Mr. Humphreys had only one carriage pony on that date, and that his carriage was broken. The case was then adjourned until to-day at noon.

On calling the case to-day his Worship stated that he proposed to recall Inspector Quincey, and would then hear the evidence of Sergeant Holt.

Inspector Quincey stated that he had additional evidence, and would at the same time like to amend the summons so as to include December 3rd.

His Worship:—Do you admit you cannot prove the case for the 28th, and wish to withdraw it?

Inspector Quincey:—No, your Worship. I have witnesses who will prove the offence on the 28th.

His Worship:—Very well, then, we will go on with this summons, and talk about another one later.

Inspector Quincey, recalled:—The carriage I saw was a little to the west of the Dispensary. I was on the opposite of the street, by Lane, Crawford & Co.'s. I swear the carriage was a four-wheeled one drawn by two ponies. I did not see it go away. I did not see Mr. Humphreys in it. The Bedouins in the carriage, as I saw it, were not positive it is Mr. Humphreys' carriage. I cannot swear that the carriage I saw is the carriage that is kept at Mount Richmond. The carriage was opposite the entrance to Mr. Humphreys' office.

By Mr. Humphreys:—It was opposite the doorway leading to the office on the first floor.

John Holt, sergeant, stated:—On Saturday, the 28th, about 11:30 a.m., whilst in Queen's Road Central near the Supreme Court, I saw a four-wheeled carriage standing outside the entrance to the office of the Hongkong Dispensary. There were two ponies attached to it. It was in charge of a Chinese groom. I did not see Mr. Humphreys at all. I have seen Mr. Humphreys in a similar carriage, but cannot swear it was the one I saw on the 28th.

By Mr. Humphreys:—The carriage was painted dark. I cannot say what kind of a carriage it was.

H. G. Barker, P. S. 20, stated:—On the 28th, at 11:10 a.m., on Queen's Road Central, near the Dispensary, in company with Sergeant Ford, I saw Mr. Humphreys driving from the west to east, and stop outside the Dispensary. He was in a four-wheeled carriage drawn by a pair of ponies. Mr. Humphreys was driving, and the ponies sat behind. I saw the ponies' heads. Mr. Humphreys alighted and went to a horse that was being ridden by an English groom. When I left Mr. Humphreys was standing there stroking the horse. The carriage is a similar one to one I have seen Mr. Humphreys driving before.

By Mr. Humphreys:—I am sure I am correct in the date and that it was a four-wheeled carriage with two ponies. I have seen you in a carriage similar to it before. I am sure as to the time.

His Worship now said that the evidence of the police showed that Mr. Humphreys was driving a carriage and pair on that day, and it was for him to show it was not his private carriage, or that he had a licence.

Mr. Humphreys:—I have no licence, but put up to show I did not drive my carriage on that day. I will call my groom first.

James Crossland, groom to Mr. Humphreys, stated:—I remember the 28th December. I did not get out of the four-wheeled carriage and pair on that day, as it has been dismantled and lying at Kennedy's stables since the 17th. There has been a four-wheeled carriage at Mount Richmond since then. So far as I know Mr. Humphreys has not driven a pair of ponies since the 16th, as he has only one pony, the other having been killed on the 16th. I think Mr. Humphreys went to the office on horseback on the 28th, but I cannot swear to it. I have not seen Mr. Humphreys driving any other carriage than his own. On the 28th, so far as I know, I did not see him drive any other carriage. I think I passed the Dispensary on the 28th, when exercising the horse between 10 and 11 o'clock. I cannot swear that I did not see Mr. Humphreys, or that he did not come up and stroke the horse. At Mount Richmond there are now two two-wheeled traps. I did not see Mr. Humphreys leave the house on the 28th, and cannot swear he went down town.

John Kennedy stated:—Mr. Humphreys sent his carriage in to be repaired on the 18th Dec. It has been there ever since. It has been dismantled. The carriage pony broke his back on the 17th. I have not seen Mr. Humphreys driving a pair since then. Once he hired a single pony. He has not hired a four-wheeler from me for a long time—certainly not last month. I do not know of a carriage like Mr. Humphreys' unless it be Mr. Bellier's. I will swear that Mr. Humphreys' carriage did not go out on the 28th. All my vehicles are licensed.

His Worship:—There is great conflict of evidence in this case, and I shall not express an opinion as to whether Mr. Humphreys drove a carriage that day or not. But I am quite satisfied he was not driving his own private carriage, for which he did not take out a licence, so I must dismiss the summons.

TAIKOO SPORTS.

For the fifth year in succession the advent of the New Year was celebrated at the Tarkoo Sugar Refinery, Quarry Bay, by athletic sports to which the numerous friends of the members of Tarkoo Club were invited. This year exceptional preparations had been made: a fine circular track having been laid out, with a 100-yard path through it, and on the side booths for the accommodation of the visitors, the families of the hosts, and the refreshment rooms were arranged. Over three hundred guests put in an appearance during the afternoon, and the band of the Hongkong Regiment enlivened the intervals between the various events by playing an excellent selection of airs. The members of the club, with their usual hospitality, had made ample provision for the comfort of their visitors. A commodious booth was prepared for the ladies, where sandwiches, tea and other light refreshments were served, while in another tent were to be found beverages more suited to the palate of those who have not yet signed the pledge.

The sports consisted, as usual, of events which test the endurance of the competitors, these being foot races, bicycle races, jumping, etc., while to cause laughter there were two obstacle races, which caused much fun, a Chinese "chariot" race, which nearly caused the "meet" to break up owing to its peculiarities, and a football extravaganza which, besides being provocative of the greatest merriment, parodied this popular game in a way that was almost unbearable to the few crack players who were present.

At the conclusion of the afternoon events the prizes, which had all been presented by members of the Club, were handed to the respective winners, thus once again closing most successfully a very pleasant day at Quarry Bay, and showing that the community there is well able to maintain the enviable popularity and the esteem in which it has so long been held.

NEWS BY THE AUSTRALIAN MAIL.

LONDON, December 3rd.

Mr. Chamberlain is desirous of securing to British manufactures the largest possible share of the mutual trade between Great Britain and her colonies.

Mr. John Morley, replying to a number of addresses from his former constituents at Newcastle-on-Tyne, said that the trade competition of other nations in the East threatened the markets of the old world. Crude legislative solutions of labour problems had, he said, imperilled British commerce.

The newspapers at Berlin which support a German colonial policy state that President Cleveland's message to Congress shows that the United States is trying to manoeuvre England and Germany out of Samoa.

Mr. Albert Brassey, youngest brother of Lord Brassey, met with a painful accident yesterday. While engaged in one of his tennis he received a serious injury to one of his eyes.

The oculist who is attending Mr. Albert Brassey for the injury to his eye, sustained while playing lawn tennis, reports favourably upon the case.

December 6th.

The Rev. Father Rossegno, who escaped from the Sudan about a year ago, after having been held captive by the Mahdi for 10 years, intends to return to the Sudan.

The Bedouins in the Arabian Peninsula, the scene of the recent outrages, are seeking to capture the European residents, to hold them as hostages and as a reprisal for the action of the British, Russian and French Consuls in May last concerning the assaults made by the natives on foreign residents.

The British Royal Yacht Squadron has declined to join in the inquiry respecting Lord Dunraven's charges arising out of the last America Cup contests. Mr. Phelps and Captain Mahan, U.S.N., have joined the New York committee of inquiry.

Lord Salisbury has demanded an indemnity from the Venezuela Government of £12,000 in connection with the filibustering operations on the frontier of British Guiana.

A message, brought by a pigeon, has been received from Mr. Nansen, the Norwegian explorer, who left Norway in June, 1893, on an expedition to the Arctic regions. The despatch reports that the members of the party are all well.

December 8th.

The excitement in Constantinople over the action of the British Ambassador, Sir Philip Currie, in allowing Said Pasha and his son to take refuge with him, shows no abatement. The Turkish authorities placed a number of spies in a circle around the British legation, fearing that Said Pasha would escape from the city and take refuge with the British.

The revelations in connection with the arrest of M. Arton in London for complicity in the Panama Canal scandals have created a great sensation in Paris. In the Chamber of Deputies yesterday M. Ricard, Minister for Justice, made a statement with reference to the allegations made before the Bow-street (London) Police Court, when the solicitor for M. Arton alleged that M. Ricard had sent an agent with an autograph letter to his client offering him money and a favourable judge, jury and public prosecutor if he would surrender certain letters bearing on the canal frauds. M. Ricard denied the truth of this allegation, but admitted that an informant had offered to disclose the whereabouts of certain papers.

On the strength of this representation he gave the informant a letter to the agent in London requesting him to negotiate with the person for the documents. It was impossible, M. Ricard added, to neglect any chance of arriving at the truth of matters connected with the scandal. The Chamber unanimously passed a vote of confidence in the action of M. Ricard.

The tribunal at Bonn, the capital of the Congo, will hold an inquiry respecting the irregular execution of Mr. Stokes, a British trader, who was put to death by the direction of Captain Lohrke. Subsequently Lohrke will be tried before the Superior Council of the Congo Free State sitting at Brussels. The Congo authorities have paid an indemnity of 100,000 francs to the natives who were attached to Mr. Stokes' caravan.

In his report to the Chamber of Deputies on the French naval estimates Mr. Pellain states that the cost of the French navy last year was £2,000,000 in excess of the total expenditure to maintain the navies of all the countries forming the Triple Alliance. M. Pellain deals exhaustively with administrative abuses in the Naval Department, and this part of his report covers 150 pages.

A strong filibustering expedition, which succeeded in evading the British gunboats, has started from Jamaica for Cuba, where the revolt against the Spanish is proceeding.

A sensational attempt at double suicide occurred at a hotel in London to-day. A man named Charles Gifford eloped with his brother's wife, and the couple took rooms at the Grand Hotel, London. This afternoon they both attempted to commit suicide, and though neither succeeded they are both in a critical condition, and may die.

It is rumoured that the populace of Asaba has deposed King Premph, against whom a British expedition is proceeding, and have placed the king's mother on the throne.

The charge of fraudulent bankruptcy preferred against James Spencer Ballou, recently convicted in connection with the Liberator Building Society frauds, has been abandoned.

The United States authorities at Washington have advised the Government of Venezuela to concede the demand made by Great Britain, and pay the indemnity of £12,000 claimed by Lord Salisbury.

The special service corps which is to take part in the expedition against the King of Ashantee left Aldershot to-day amidst great enthusiasm. The first contingent of the British forces for service in Ashantee has arrived at the Gold Coast Colony.

MELBOURNE, December 10th.

A verdict of wilful murder has been returned by the Coroner's jury against Leopold Heise, who shot his son in Melbourne.

SYDNEY, December 10th.

Thomas Meredith Sheridan, who was sentenced to death in Sydney for the murder of Jesse Nicholls by performing an illegal operation, will be executed on the 7th January.

A lad named Terri, whilst bathing with others at Port Cove, near Sydney, was attacked and killed by a shark.

LONDON, December 11th.

It is rumoured the Ashantes have deposed King Premph in favor of his mother.

The New South Wales Government have purchased Galton Benliff's apparatus for identifying criminals.

The British steamer *Principia* has been wrecked on the Faroe Islands, and 20 lives were lost.

The United States Government have advised Venezuela to accept the demands of Great Britain.

SYDNEY, December 12th.

The Federal Enabling Bill has passed through Committee in the New South Wales Legislative Council.

ADLAIDE, December 12th.

Mr. Tom Coward, introduced by Sir Samuel Drompp, has interviewed Governor Buxton with a view to laying before that gentleman the details of his scheme for the construction of a transcontinental railway making Port Darwin the leading port of Australasia, and opening up the interior of the continent for the investment of foreign capital. The Governor evinced great interest in the scheme, and has invited Mr. Coward to repeat his visit.

Mr. Coward proceeds to Melbourne shortly with a view to further promoting the interests of his scheme. Lord Buxton having invited him to visit him to discuss the matter.

He intends ultimately to visit England in the hope of arousing some interest in influential quarters there in the details of his proposal, and, if successful, persistence, and hard work will do it; he is determined that his ideas shall be practically realised.

Mr. Whitridge, of the *Register* publishing department, applying for the manuskript of the *Australasian* during the English tour. No copy of the *Australasian* has been received.

A national fund has been started in America with the object of assisting the Armenian victims of Turkish atrocities. Further accounts are to hand of the repatriation of additional outrages.

Wednesday's *Advertiser* writes that South Australia having failed so miserably in managing the Northern Territory, it hopes that before long the colony will wash its hands of the whole unprofitable and shameful business.

The *Register* comments on a similar cheerful scheme. Lord Buxton has been produced no original policy which has not tended to sink the unfortunate Territory still deeper in the mire of insolvency.

Immense meetings have been held in London with the object of condemning the Turkish atrocities.

The American press is writing in a very bellicose vein concerning Great Britain's refusal to submit the delimitation of the boundary between Venezuela and British Guiana to arbitration. A general tone being distinctly Yankeeish and anti-British.

NEWS BY THE CANADIAN MAIL.

BERLIN, December 3rd.

The newspapers assert that Baron von Koeller, Prussian Minister of the Interior, has been granted an indefinite leave of absence and will undoubtedly be dismissed. Herr Troitz Zoell, Counselor of State, and member of last year's anti-revolutionary bill, failed to pass the Reichstag in spite of strenuous efforts in his behalf by the government, is designated as his successor. Disaffection with the Cabinet has seemed to centre for some time past on Baron von Koeller, and Emperor William is said to have been displeased with his recent mild protestations of the Socialists for *his majesty*.

The action towards Baron von Koeller gives confidence to some of the cabinet critics which have been current for some time past.

LONDON, December 4th.

A Paris dispatch to the *Times* states that the tariff committee has agreed upon a bill which will empower the government to apply a sliding scale to the import duty on corn proportionate to the market price. Thus the duty on wheat will be made still higher.

NEW YORK, December 5th.

Dan Stuart, of Dallas, is confined to his room at his hotel by illness, and consequently has made no progress in his attempt to induce Corbett to go to Texas and fight Fitzsimmons.

In an interview to-day he said: "If Corbett or Brady will sign the papers which I will submit to them, there will surely be a fight without interruption. I have selected a battle-ground within two miles of El Paso, Texas, but not on Texas soil. Headquarters will be at El Paso, which is naturally adapted for the mill. Five trunk lines meet there. One thousand Mexicans will attend, and I will guarantee no fight. The ground will be under my control. We intend to profit by the Dallas experience and build no amphitheatre. A number of circuses are in winter quarters at El Paso, and we will use an immense circus canvas with a thirteen foot side wall. The seating capacity will be 25,000. Now this is going to be a final show-down. I believe I can get the men together, and if so will hang up a second purse for George Lavigne and Jack Everhart, and thus give two fast events at the same time."

PARIS, December 6th.

A special dispatch from St. Petersburg published to-day, says it is reported that the Chinese government has asked the government of Russia, in the event of being requested to do so, it would send an army corps to suppress the rebellion of Dargans. The rebels are reported to have captured Lanchu Fu, 2000 men, 30 guns and a large quantity of stores and ammunition.

A revolution was caused in the chamber of deputies to-day. At the conclusion of the debate on the budget by the minister of justice a stranger in the gallery drew two shots from a revolver, and fired on the assembly.

WASHINGTON, December 6th.

Another mishap has befallen the *Texan*, which, apparently, was with trouble through the buckling of her frames while in the dry dock at the Brooklyn navy yard. The *Texan* left Brooklyn this morning for a preliminary test of her engines at sea. This afternoon a message was received at the navy department saying the steering gear had broken down and that she was at Tompkinsville. No particulars are given.

LONDON, December 7th.

The *Chronicle* publishes a dispatch from Constantinople which says that soldiers from the guardships *Cochaklar* and *Imagene* have been landed to protect the British embassy.

NIAGARA FALLS, N. Y., December 7th.

A letter received in this city, from the United States naval base in Philadelphia, establishes beyond a doubt the identity of the unfortunate man who threw himself from the Goat Island bridge about four weeks ago, and was swept over the falls before the eyes of a score or more of horrified spectators. He was John Buff, not Buckle, or Hoffman, as at first supposed, and served for 40 years in the United States navy. He had sisters in Canada whose whereabouts, however, are unknown.

all over the building after the bomb outrage committed by Vaillant, who was subsequently executed for the crime, were rung throughout the house and the doors were instantly closed and guarded. The stranger was subsequently arrested. Nobody was hurt.

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LIVERPOOL, December 6th.

While pilot boat No. 5 was attempting to put a pilot on board the British steamer *Cambrian*, Captain Jones, from Boston, Nov. 27th, lost his port, off Point Lynas at five o'clock this morning, she was struck and badly damaged.

The *Cambrian* was cruising about the vicinity where the punt was last seen for five hours afterwards, but no signs of the small craft were discovered, and it is believed that she was swamped almost immediately after leaving the side of the pilot boat.

Information has been received at the Venezuelan legation here of the contents of a note which is reported to have been received by the German minister at Caracas as follows:—

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WASHINGTON, December 6th.

IS RUSSIA TO RULE THE WORLD?

"The twentieth century belongs to us," says, exultingly, the St. Petersburg *Novoye Vremya*. For a long time the Czar of Russia has been regarded as master of the Old World, but never more so than now. He can preserve peace or bring on war at pleasure. Emperor William, conservative Germans will not fight unless they are attacked. France can not go to war without an ally. England fears that she will find no one to help her. Italy and Austria have no money. The Czar alone need consult no one but himself in the matter. Alarmists believe that, if the Czar puts his legions into motion, all Europe will become his prey. An instance of this is to be found in a pamphlet published in Vienna, which is just now creating much interest.

The writer, Joseph Popowick, a member of the Austrian Legislature, has endeavored to picture the danger from a statistical point of view. Although a Pole, he has curbed his national animosity against Russia, and treats the subject mainly from a European point of view. The chief danger, in his opinion, is in the enormous extent and compactness of Russia. Popowick writes, in the main, as follows:—

"The Czar rules over a territory more than 9,000,000 square miles in extent. That is twice as much as China, 21 times as much as the United States, 5 times as large as all Europe, 41 times as large as Germany, and 50 times as large as France. Russia's population is more numerous than that of any two European powers outside their colonies, and Russia's population increases much faster. At the end of the century it will be greater than that of the Triple Alliance.

Russia follows the expansive force within her, and aims at ruling the whole world. The Czar regards himself as the King of Kings, and the same view is held by his people. To this very day one may hear Russians make the naive assertion that the Crimean War was nothing but a rebellion of the French, English, and Turks against the power of the Czar. The Russians want Constantinople because they regard themselves as the heirs of Eastern Rome. In Asia they mean to obtain the empire of the Great Khan and Tamerlane.

"Can Europe defend herself against Russia? Napoleon I. was of opinion that a warlike, enterprising Czar could soon reach Calais with his army, and become the supreme ruler of Europe's destinies. But Russia is not given to sudden impulses; she advances slowly. The Triple Alliance was created because the powers of Europe see the danger, but coalitions like this nearly always miss the right moment to act, and Russia knows well how to make use of the tardiness of the European powers. If the French politician could judge calmly, they would see that they risk their colonies rather than hope to regain Alsace-Lorraine, and they would become suspicious of Russia. A French statesman very justly says:—'Russia is Germany's enemy to-day; to-morrow, when we have overcome Germany, Russia will be our enemy.' But common sense alone does not rule the world; passion, too, has its influence. Many years must pass before the French give up their idea of revenge. The only safe defense against Russia is strict watchfulness on the part of the Triple Alliance, assisted by England."

Popowick closes his booklet

Hotels.

MACAO. THE **MACAO.**
BOA VISTA HOTEL.
SANITARIUM OF SOUTH CHINA.
SPECIAL ATTENTION TO FAMILIES
VISITING MACAO FOR CHANGE OF AIR.

FIRST-CLASS ACCOMMODATION.
EXCELLENT TABLE.

For terms, &c., apply to
THE MANAGER.
Telegraphic Address:—"BOAVISTA," Macao.
Macao, 31st December, 1895. [1512]

WINDSOR HOTEL,

HONGKONG.

THIS ESTABLISHMENT, situated in the elegant building known as "CONNAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant. Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,
Proprietor & Manager.
Hongkong, 3rd April, 1895. [25]

THOMAS' GRILL ROOMS,

No. 2, QUEEN'S ROAD CENTRAL.

I AM happy to inform my PATRONS that in connection with the GRILL ROOM, I have secured the 1st FLOOR recently occupied by the CHINA FIRE INSURANCE COMPANY (above the present GRILL ROOM) and have fitted it up for

LADIES' DINING ROOMS,
with all conveniences attached. I am also now prepared to serve

DINNERS, TIFINS AND SUPPERS
to Parties when Ordered distinct from the ordinary GRILL ROOM.

DAILY NEWSPAPERS AND PERIODICALS.
Hongkong, 30th April, 1895. [26]

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,550 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL WINTER RATES,
(FROM 1ST NOVEMBER TO 1ST MARCH).

One person, per day \$10 3 3-50
One person, per week 20.00
One person, per month 60.00
Married couple (occupying one room) per day 5.00
Married couple (occupying one room) per month 110.00
Married couple (occupying two rooms) per month 120.00
Extra Bed Room, per month 30.00
Extra Bed Room, per day 1.50
For further particulars apply to
THE MANAGER,
New Victoria Hotel.
Hongkong, 10th October, 1895. [17]

VICTORIA HOTEL,

CANTON.

(LATE SHAMEN HOTEL, CANTON.)

MESSEURS MADAR & FARMER have the pleasure to inform their Patrons, Friends and the Public Generally that, having leased the SHAMEN HOTEL, they have Refurnished the whole Establishment, had it vastly improved in every department, and have now RE-OPENED it under the more popular style of VICTORIA HOTEL.

For further Particulars, apply to the
MANAGER
New Victoria Hotel,
Hongkong.
Hongkong, 10th December, 1895. [1729]

FUJIYA HOTEL,

MIYANOSHITA,

HAKONE.

Four and a half hours from Yokohama.

FIRST-CLASS ACCOMMODATION.
NATURAL HOT SPRINGS.

THE ELECTRIC LIGHT IN ALL THE BUILDINGS.

TWO ENGLISH BILLIARD TABLES.

EXCELLENT CUISINE.

S. N. YAMAGUCHI,
Proprietor.

To be Let.

TO LET.

WITH IMMEDIATE POSSESSION, and, on a Long Lease if necessary, Kowloon Lot 422, containing about 70,000 Square Feet. It is situated to the South side of the SIGNAL STATION, at Kowloon Point. It commands a splendid view of the Harbour and City, and is close to the beach, which renders it very suitable for MANUFACTURING or STORAGE purposes on an extensive scale.

For further particulars, apply to
VICTOR H. DEACON,
Solicitor,
35, Queen's Road,
or
WM. LYSAGHT,
137 & 139, Wanchai Road.
Hongkong, 30th December, 1895. [1846]

TO LET.

DWELLING HOUSES—
HOUSES IN RYON TERRACE,
No. 3, ALVSTON TERRACE,
No. 17, LYNTHURST TERRACE,
No. 10, STEWART TERRACE, at the
PEAK.

TOP FLOOR of No. 4, BLUE BUILDINGS.

OFFICES—
FIRST FLOOR No. 7, PRAYA CENTRAL, lately occupied by Messrs. HOLLIDAY, WISE & Co.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, 31st December, 1895. [17]

Shipping.

STREAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOOCOW.
THE Company's Steamship

"NAMO,"
Captain Hall, will be despatched for the above Ports TO-MORROW, the 3rd January, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers,
Hongkong, 2nd January, 1896. [1849]

NIPPON YUSEN KAISHA.

FOR BOMBAY, VIA SINGAPORE AND COLOMBO.

THE Steamship
"AZAMOR,"
Captain H. Nicholls, will be despatched as above on SATURDAY, the 4th January, at Daylight.

For Freight, apply to
NIPPON YUSEN KAISHA.
Hongkong, 31st December, 1895. [1855]

NIPPON YUSEN KAISHA.

FOR KOBE AND YOKOHAMA.

THE Company's Steamship
"MIKI MARU,"
Captain F. Brown, will be despatched as above on SATURDAY, the 4th January, at 4 P.M.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 31st December, 1895. [1856]

NAVIGAZIONE GENERALE ITALIANA.

(FLORIO & RUBATINO UNITED COMPANIES.)

STEAM FOR
SINGAPORE, PENANG AND BOMBAY.

Having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN AND GENOA.

ALSO
VENICE AND TRIESTE, ALL MEDITERRANEAN, ADRIATIC, LEVANTINE AND SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF AND BAGDAD.

ALSO
BARCELONA, VALENZA, ALICANTE, ALMERIA AND MALAGA.

THE Steamship
"LETIMBERO,"
Captain Di Marco, will be despatched as above on SATURDAY, the 4th January, at 4 P.M.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For Further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents,
Hongkong, 30th December, 1895. [1840]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR
SINGAPORE, PENANG, COLOMBO, BOMBAY, KURACHIE, ADEN, SUEZ, PORT SAID, BRINDISI, VENICE, FLORENCE AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND ADRIATIC PORTS, also to NATAL, EAST LONDON, PORT ELIZABETH and CAPE TOWN.)

THE Company's Steamship
"VINDOBONA,"
Captain C. Bellen, will be despatched as above on or about MONDAY, the 6th January.

Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to
SANDER & Co.,
Agents,
Hongkong, 31st December, 1895. [1703]

"SHELL" LINE OF STEAMERS.

FOR MARSEILLES AND GENOA.

THE Company's Steamship
"CLAM,"
Captain D. T. Davis, will be despatched as above on FRIDAY, the 10th January.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents,
Hongkong, 30th December, 1895. [1749]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA PORTS OF CALL.

THE Company's Steamship
"PAKLING,"
H. Allen, Commander, will be despatched as above on or about the 11th January.

For Freight or Passage, apply to
HOLLIDAY, WISE & Co.,
Agents,
Hongkong, 30th December, 1895. [1848]

OCEAN STEAMSHIP COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship
"POLYPHEMUS,"
Captain Goodwin, will be despatched as above on or about the 12th January.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 24th December, 1895. [1817]

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship
"GLENFARG,"
Captain Selby, will be despatched as above on or about FRIDAY, the 17th January.

This Steamer has Superior Accommodation for Passengers, and carries a Doctor and Stewardess.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents,
Hongkong, 19th December, 1895. [1793]

SAILING VESSELS.

FOR NEW YORK.
THE 3/3 A.L.I. American Ship
"JOHN R. KELLEY,"
Captain Chapman, having arrived, will load here for the above Port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Hongkong, 21st November, 1895. [1608]

FOR SAN FRANCISCO.
THE 100 A. I. British Ship
"BRODICK CASTLE,"
Ferguson, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.,
Hongkong, 5th December, 1895. [1693]

FOR NEW YORK.
THE 3/3 A.L.I. American Ship
"DANIEL BARNES,"
Rogers, Master, shortly expected, will load here for the above Port, and will be despatched on or about the 20th February, 1896.

For Freight, apply to
CARLOWITZ & Co.,
Hongkong, 31st December, 1895. [1857]

Consignees

"GLEN" LINE OF STEAM PACKETS.
FROM ANTWERP, LONDON AND STRAITS.

THE Steamship
"GLENARTNEY,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 P.M. TO-DAY.

Cargo remaining undelivered after the 7th January will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 14th January, otherwise they will not be received.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents,
Hongkong, 31st December, 1895. [1850]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "CITY OF RIO DE JANEIRO."
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from along-side.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent,
Hongkong, 30th December, 1895. [1841]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "MERIONETHSHIRE"
FROM NEW YORK AND STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th January will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 6th January or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th January, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL, CARLILL & Co.,
Agents,
Hongkong, 30th December, 1895. [1839]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's Steamship
"NINGCHOW,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be presented to the Office of the Undersigned before Noon on the 8th January, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 4th January, at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 5th January will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents,
Hongkong, 30th December, 1895. [1841]

FOR SALE.

JAPAN HAND-MADE PAPERS.

JAPAN PRINTING PAPERS.

JAPAN COPIING PAPERS.

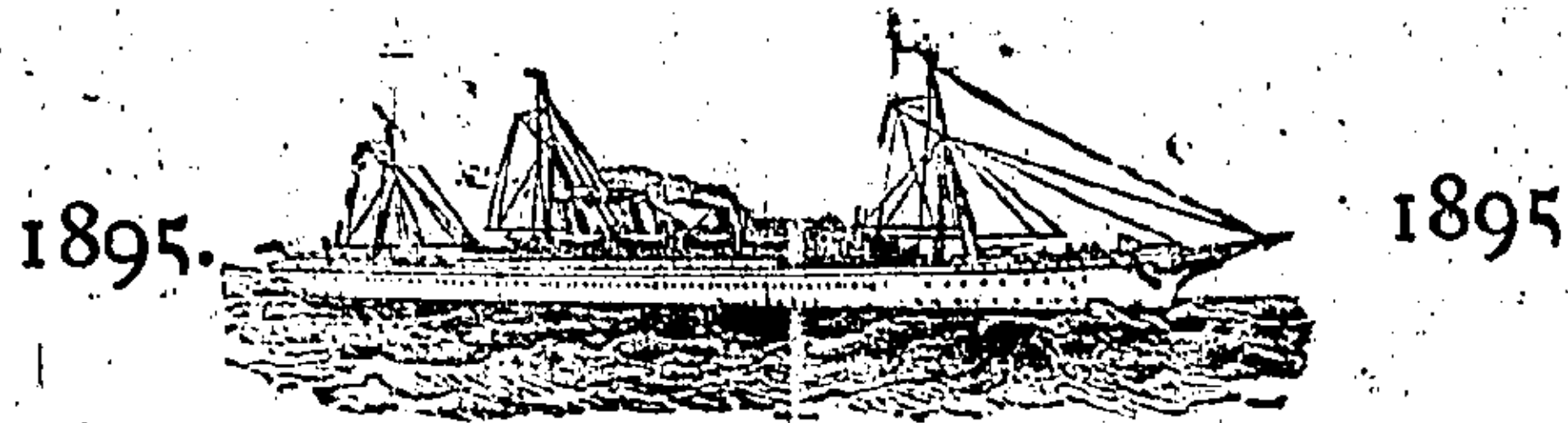
JAPAN WALL PAPERS.

PRICES VERY MODERATE

ORDERS respectfully solicited by the Undersigned.

THE MITSUI BUREAU KAISHA,
8, Queen's Road Central.
Hongkong, 28th December, 1895. [144]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R.WEDNESDAY, 22nd January, '96.
EMPEROR OF INDIA...Comdr. H. Pybus, R.N.R.WEDNESDAY, 19th February, '96.
EMPEROR OF JAPAN...Comdr. G. A. Lee, R.N.R.WEDNESDAY, 18th March, 1896.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pender's Street. [3]

Hongkong, 25th December, 1895.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea & Yokohama) Sunday, 5th January, at Daylight, 1896.

City of Peking (via Nagasaki, Kobe, Inland Sea & Yokohama) Saturday, 25th January, at Noon, 1896.

China (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 8th Feb., at Noon, 1896.

THE U.S. Mail Steamship
"CITY OF RIO DE JANEIRO"
will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SUNDAY, the 5th January, 1896, at Daylight, taking Passengers, and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding Orders for OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passenger holding Orders for OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 29th December, 1895. [1840]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JAYES FLUID
THE BEST DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 24th March, 1896. [6]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND.

HARTMANN'S GREY PAINT.

DAMIER'S PATENT MOTOR LAUNCHES.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.
Hongkong, 16th July, 1894. [49]

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: